

# New York Stock Market

New York, January 7.—The level of stock exchange prices kept upward to-day, and though the demand was not large enough to create an active market, the tone was perceptibly better. In spite of the mixed and often contradictory movements of stock recently, the shifting character of trading from day to day and the lack of stability of the market, it has been apparent that the supply of stocks at the privilege quotations is scanty, and the ordinary requirements of a dull day are sufficient to result in an all-around improvement of the standard railroad and industrial shares.

The effect of the setback received yesterday in the Supreme Court's refusal to sanction the plan of the Harriman interests for distributing Southern Pacific's holdings of Southern Pacific was of overnight, and the Harriman issues were strong features of the list, with Union Pacific for a time selling at two points above yesterday's close. Speculative interest was greatest in this stock, buying of which was said to be largely for short covering.

Although the advance in prices was quite general, there were a few weak points in the list. Western Maryland issues, especially the preferred, which broke five and a half points, showed further heaviness. Beet Sugar dropped four points to 25, its lowest price since 1910.

The first sale of Lockman's "ex rights" to the new stock issue was made to-day at 44, a decline of 12 points. Deducting the rights, which sold as high as 117, and also the last dividend, the price of the stock showed little change.

There was a wider inquiry for bonds to-day. An increasing demand for high-grade securities is looked for at this season, in consequence of reinvestment of the heavy disbursements of interest and dividend. Although the tone of the bond market has been better for the last few days, the demand so far has proved smaller than in former years. Total sales, par value, \$2,590,000.

United States bonds were unchanged on call.

New York, January 7.—Close: Prime mercantile paper, 14-16; actual sterling exchange steady, with actual sterling in bank at 14.82 for 60-day bills and at 14.84 for 90-day bills. Commercial bills, 4.81-4.84. Bar silver, 67-1/2. Mexican dollars, 19. Government bonds steady. Railroad bonds steady.

**RICHMOND STOCK MARKET.**  
By Richard M. Maury,  
Stock and Bond Broker, 101 E. Main Street,  
Richmond, Va., January 7, 1913.

**STATE SECURITIES.** Bid Asked.  
Virginia 2d, 4d, C and R, 1902, 94 96  
Va. 4s, 1904, 2d, C and R, 1904, 94 96  
CITY SECURITIES.  
Richmond City 4d, R. 1903-1904, 94 96  
Rich. City 4d, C and R, 1903-1904, 94 96

**RAILROAD BONDS.**  
A. C. T. R. 4d, C and R, 1903-1904, 94 96  
A. C. T. R. 4d, C and R, 1903-1904, 94 96  
A. C. T. R. 4d, C and R, 1903-1904, 94 96

**STREET RAILWAY BONDS.**  
Va. Ry. and Power Co. 4d, C and R, 1903-1904, 94 96  
Va. Ry. and Power Co. 4d, C and R, 1903-1904, 94 96

**STREET RAILWAY STOCKS.**  
Va. Ry. and Power Co. 4d, C and R, 1903-1904, 94 96  
Va. Ry. and Power Co. 4d, C and R, 1903-1904, 94 96

**RAILROAD STOCKS.**  
Atlantic Coast Line 4d, C and R, 1903-1904, 94 96  
Atlantic Coast Line 4d, C and R, 1903-1904, 94 96

**BANK AND TRUST CO. STOCKS.**  
American National 4d, C and R, 1903-1904, 94 96  
American National 4d, C and R, 1903-1904, 94 96

**MISCELLANEOUS.**  
Va. Chem. Ind. 4d, C and R, 1903-1904, 94 96  
Va. Chem. Ind. 4d, C and R, 1903-1904, 94 96

**BOND LIST.**  
American Tobacco Co. 4d, C and R, 1903-1904, 94 96  
American Tobacco Co. 4d, C and R, 1903-1904, 94 96

**NEW YORK PRODUCE MARKET.**  
New York, January 7.—Four o'clock.  
Wheat 100 bushels, 1.00-1.01  
Wheat 100 bushels, 1.00-1.01

**COTTON MARKETS.**  
New York, January 7.—There was reported  
quotation in the cotton market to-day, but  
no active trading was reported.

**CHICAGO GRAIN MARKET.**  
Chicago, January 7.—Wheat 100 bushels,  
1.00-1.01  
Wheat 100 bushels, 1.00-1.01

**WHEAT.**  
Wheat 100 bushels, 1.00-1.01  
Wheat 100 bushels, 1.00-1.01

**CORN.**  
Corn 100 bushels, 1.00-1.01  
Corn 100 bushels, 1.00-1.01

**BARLEY.**  
Barley 100 bushels, 1.00-1.01  
Barley 100 bushels, 1.00-1.01

**RYE.**  
Rye 100 bushels, 1.00-1.01  
Rye 100 bushels, 1.00-1.01

**CLUB FEELERSON**  
Richmond, Va.  
The most magnificent hotel in the  
South. European plan. Rooms single  
and en suite, with and without baths.  
Spacious sample rooms.

**SCHOOLS.**  
Richmond, Va.  
The most magnificent hotel in the  
South. European plan. Rooms single  
and en suite, with and without baths.  
Spacious sample rooms.

**VIRGINIA MECHANICS' INSTITUTE**  
Richmond, Va.  
Students may enter with profit the  
classes of this school during January.  
Science, Drawing, Shop, Bookkeeping, Math-  
ematics, Telegraphy, Bookkeeping, Estimating  
for the Building Trades.

**SEABOARD AIR LINE**  
Richmond, Va.  
Southbound trains scheduled to leave Richmond  
daily 8:00 A. M.—Local to Norfolk,  
1:00 P. M.—Sleeper and checker, Atlantic  
Huntington, Savannah, Jacksonville, and  
P. M.—Local to Norfolk, 1:00 P. M.—Sleeper  
and checker, Atlantic Huntington, Savannah,  
Jacksonville, 1:00 P. M.—Sleeper and checker,  
Atlantic Huntington, Savannah, Jacksonville,  
Memphis, Norfolk, trains scheduled to leave  
Richmond daily 7:00 A. M., 8:00 P. M., 9:00 P. M.  
Local.

**RICHMOND & PETERSBURG ELECTRIC RAILWAY**  
Richmond, Va.  
Cars leave Manchester, Seventh and Cherry  
Streets, for Petersburg, 7:00 A. M., 1:00 P. M., 4:00 P. M., 7:00 P. M., 10:00 P. M.  
For Petersburg, 7:00 A. M., 1:00 P. M., 4:00 P. M., 7:00 P. M., 10:00 P. M.  
For Petersburg, 7:00 A. M., 1:00 P. M., 4:00 P. M., 7:00 P. M., 10:00 P. M.

**NORFOLK & WESTERN RAILWAY**  
Richmond, Va.  
ONLY ALL-RAIL LINE TO NORFOLK.  
Schedule in Effect September 2, 1912.  
Leave Richmond Station, Richmond, FOR  
NORFOLK: 7:00 A. M., 9:00 A. M., 11:00 A. M., 1:00 P. M., 3:00 P. M., 5:00 P. M., 7:00 P. M., 9:00 P. M.  
For Norfolk, 7:00 A. M., 9:00 A. M., 11:00 A. M., 1:00 P. M., 3:00 P. M., 5:00 P. M., 7:00 P. M., 9:00 P. M.

**ACCOMMODATION TRAINS—WEEKDAYS.**  
Leave Richmond Sta. 4:00 P. M. for Fredericksburg.  
Leave Richmond Sta. 7:30 P. M. for Fredericksburg.  
Leave Richmond Sta. 10:00 P. M. for Fredericksburg.  
Arrive Richmond Sta. 6:00 A. M. from Fredericksburg.  
Arrive Richmond Sta. 9:30 A. M. from Fredericksburg.  
Arrive Richmond Sta. 12:00 P. M. from Fredericksburg.

**Richmond and Chesapeake Bay Ry. Co.**  
Schedule of Richmond, Laurel and Broad  
Streets: 7:00 A. M., 7:30 A. M., 8:00 A. M., 8:30 A. M., 9:00 A. M., 9:30 A. M., 10:00 A. M., 10:30 A. M., 11:00 A. M., 11:30 A. M., 12:00 P. M., 12:30 P. M., 1:00 P. M., 1:30 P. M., 2:00 P. M., 2:30 P. M., 3:00 P. M., 3:30 P. M., 4:00 P. M., 4:30 P. M., 5:00 P. M., 5:30 P. M., 6:00 P. M., 6:30 P. M., 7:00 P. M., 7:30 P. M., 8:00 P. M., 8:30 P. M., 9:00 P. M., 9:30 P. M., 10:00 P. M., 10:30 P. M., 11:00 P. M., 11:30 P. M.  
Daily except Sunday. "Sunday" only.  
All trains to or from Byrd Street Station  
stop at Elm. Time of arrival and departure  
not guaranteed. Read the signs.

**Richmond and Chesapeake Bay Ry. Co.**  
Schedule of Richmond, Laurel and Broad  
Streets: 7:00 A. M., 7:30 A. M., 8:00 A. M., 8:30 A. M., 9:00 A. M., 9:30 A. M., 10:00 A. M., 10:30 A. M., 11:00 A. M., 11:30 A. M., 12:00 P. M., 12:30 P. M., 1:00 P. M., 1:30 P. M., 2:00 P. M., 2:30 P. M., 3:00 P. M., 3:30 P. M., 4:00 P. M., 4:30 P. M., 5:00 P. M., 5:30 P. M., 6:00 P. M., 6:30 P. M., 7:00 P. M., 7:30 P. M., 8:00 P. M., 8:30 P. M., 9:00 P. M., 9:30 P. M., 10:00 P. M., 10:30 P. M., 11:00 P. M., 11:30 P. M.  
Daily except Sunday. "Sunday" only.  
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## Official Range and Sale of Stocks in New York

BY THOMAS BRANCH & CO., Bankers and Brokers.

BY THOMAS BRANCH & CO., BANKERS AND BROKERS														
Sales.		Stock.	Open.	High.	Low.	Bid.	Asked.	Sales.	Stock.	Open.	High.	Low.	Bid.	Asked.
100	Allis-Chalmers, \$2 paid.	114	114	114	114	114	114	500	Kan. City South, com.	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
100	Alcoa, com.	114	114	114	114	114	114	1,000	Lehigh Valley	160 1/2	160 1/2	160 1/2	160 1/2	160 1/2
100	American Copper, com.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	100	Lizgett and Myers, pfd.	115	115	115	115	115
100	American Smelting, com.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	100	Lorillard Tobacco, com.	115	115	115	115	115
100	American Sugar, com.	114	114	114	114	114	114	100	Lorillard Tobacco, pfd.	115	115	115	115	115
100	American Tobacco, com.	114	114	114	114	114	114	100	Louisville and Nashville	115	115	115	115	115
100	American Locomotive	114	114	114	114	114	114	5,000	Mexican Petroleum	115	115	115	115	115
100	American Malt Co., pfd.	114	114	114	114	114	114	100	Miami Copper	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
100	American Smelting, com.	114	114	114	114	114	114	100	Mohawk and Texas	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
100	American Sugar, com.	114	114	114	114	114	114	100	Missouri Pacific	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
100	American Tobacco, com.	114	114	114	114	114	114	100	National Biscuit	115	115	115	115	115
100	American Locomotive	114	114	114	114	114	114	100	National Lead	115	115	115	115	115
100	American Malt Co., pfd.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Smelting, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Sugar, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Tobacco, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Locomotive	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Malt Co., pfd.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Smelting, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Sugar, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Tobacco, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Locomotive	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Malt Co., pfd.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Smelting, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Sugar, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Tobacco, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Locomotive	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Malt Co., pfd.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
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100	American Tobacco, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
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100	American Tobacco, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Locomotive	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Malt Co., pfd.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Smelting, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Sugar, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Tobacco, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Locomotive	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Malt Co., pfd.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
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100	American Tobacco, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
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100	American Smelting, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Sugar, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Tobacco, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Locomotive	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
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100	American Sugar, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Tobacco, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Locomotive	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
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100	American Sugar, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Tobacco, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Locomotive	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
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100	American Sugar, com.	114	114	114	114	114	114	100	Norfolk and Western	115	115	115	115	115
100	American Tobacco, com.	114	114	114	114	114	114	100						